

hollow chamber (5) parallel to the longitudinal axis (2) of the valve body part (1), and by way of which inlet conduit (3), fuel at high pressure can be delivered to at least one injection opening (36), said inlet conduit (3) in the circumferential direction having a greater length than in an at least approximately radial direction.

9. The fuel injection valve of claim 8, wherein said inlet conduit (3) has an at least approximately oval cross section.

10. The fuel injection valve of claim 9, wherein the two points of the oval cross section located farthest apart from one another in the inlet conduit (3) have at least approximately the same spacing from the longitudinal axis (2) of the valve body (1).

11. The fuel injection valve of claim 9, wherein said oval cross section of the inlet conduit (3) at least approximately forms an ellipse.

12. A method for producing a valve body part (1) of a fuel injection valve of claim 8, comprising the steps of

- in an at least approximately cylindrical body, a bore forming the inlet conduit (3) is embodied eccentrically and at least approximately parallel to the longitudinal axis (2) of said conduit;

- reducing the diameter of the body, while maintaining its at least approximately cylindrical shape, by plastic deformation, until a predetermined diameter is attained,

and the cross section of the bore is changed in such a way that the cross section has a greater length in the circumferential direction than in the at least approximately radial direction; and

- forming the central hollow chamber (5) in the body so that the inlet conduit (3) extends in the wall of the central hollow chamber (5).

13. The method of claim 12, wherein said body forming the valve body part (1) is of metal, preferably steel.

14. The method of claim 13, wherein the steps of plastic deformation of the cylindrical metal body is accomplished by rolling.

---